

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction,

on

FRIDAY, May 6, 1921,

at their Sales Rooms, Duddell Street,

A Large Quantity of

Valuable Household Furniture

Comprising—

Teak bedstead with bevelled mirror,

Chesterfield Couches, Armchairs, Roll

top desk, writing table, card table, Oil

paintings, Pictures, Electric table lamp

and fans, Carpets, Vases and Ornaments,

etc., etc.

Teak dining table and chairs, side-

board, dinner wagon, ice chest, tea

table, cutlery and glassware, etc., etc.

Double brass mounted iron bedsteads,

teak wardrobes, dressing table, chest-of-

drawers, toilet, crockery, lace curtains,

etc., etc.

Also

A few pieces of Blackwood-ware.

and

1 Cottage Piano.

2 Gramophones with records.

1 Wardrobe Trunk.

On view from Thursday, the 5th inst.

Catalogues will be issued.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, May 3, 1921.

on

MONDAY, May 23, 1921,

commencing at 10.30 a.m.

at the Premises of the China Mining &

Smelting Co. Ltd. LOWU,

The Plant of the above

mentioned Company.

Comprising all the Machinery,

Tools, Spares, etc.

(To be put up in one Lot. Should the

property be not disposed of in this

manner, the plant will be sold

piecemeal).

Terms: Cash on delivery.

N.B. Intending purchasers can

travel by the train leaving Kowloon, at

8.15 a.m. and can return by the train

leaving Sun Chuen at 11.40 a.m.

Inspection orders may be had on

application to the undersigned.

LAMMERT BROS.,

Auctioneers.

Hongkong, April 27, 1921.

It does not matter
what you send toDIAMOND'S
DYE WORKSdainty lace or heavy
clothes—they always
come back looking
as good as new.

CASSUM AHMED.

General Draper.
23 & 34, Wellington Street.
Branch 28, Nathan Road, Kowloon.
Phone 1462.

THE "CHINA MAIL."

NOTICE.

Communications relating to news should
be addressed to THE EDITOR.
Correspondents must forward their
names and addresses with any communication
addressed to the Editor, not necessarily for
publication but as evidence of good
faith.All matter for publication should be
written on one side of the paper only.Letters relating to business should be
addressed to THE MANAGER.
Rate of subscription to "China Mail" is
\$36 per annum; per quarter and per month
"pro rata".Orders for extra copies of the "China
Mail" should be sent as soon as possible as
the supply is limited. Cash 10 cts., Credit
10 cts. per copy.The "China Mail" is delivered free at
subscribers in Hongkong and Kowloon.
Postage is charged at the rate of fifty
cents per month.Rate of subscription to the "Overland
China Mail" is \$12 per annum; postage
\$1 per annum extra. Single copy twenty
five cents each.Alterations and additions to advertisements
on Pages 3, 5, 6, 7, 8 and 9 should be
sent to the Office, No. 5, Wyndham
Street, not later than 11.30 a.m.Alterations and additions to advertisements
on Pages 1, 4, 5 and 10 should be
sent not later than 1 p.m.New Advertisements should be sent in
before 2 p.m.Advertisements and Subscriptions which
are not ordered to a fixed period will be
continued until countermanded.Mailing Address: "The China Mail,"
HONGKONG.
Telephone No. 22.

THE CHINA MAIL.

INTIMATIONS

YOU CANNOT AFFORD TO
BE WITHOUT THEM.JUST received a large Consignment
of (1) LACTOGEN the most effective
food for Infants which keeps good in
quality during Hot weather (2) LACTO-
TOSE (Milk Sugar) for sweetening the
foods of Infants and Drapery (3)
MILFORD-McGRATH FLUID INSECTI-
CIDE the Best Fluid for destroying
Fleas, Mosquitoes, Bugs, Flies and all
other Insect Pests in Summer days, and
(4) JOHN CAHILL'S GOLDEN
FLEECE, MAGIC and CINDERELLA
SOAPS for keeping everything clean in
Houses.PRICES are Very Moderate. Inspec-
tion and Enquiries are cordially
invited.

SHIU FUNG TAI & CO.,

Sole Agents for Hongkong and South China,
No. 47 & 49, Cross Street, Central, Hongkong.
Telephone No. 123.

理代泰豐

Splendid Opportunity

to buy

Fine art Jewellery

Bargain Prices.

Received Directly From

Switzerland.

Sale for 3 days only.

From 3rd to 5th May, 1921.

GRACA & CO.,

No. 10, Wyndham Street,
P. O. Box 620. Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.

MADE TO ORDER.



CHERRY & CO.,

FEDDER STREET,

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 30, 1914.

TANG YUK, Dentist.

Successor to

the late SIEN TING,

14, D'Aguilar Street.

TERMS VERY MODERATE.

CONSULTATION FREE.

THE NEW FRENCH REMEDY.

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

Sole Importers, No. 1 for Tropical Weather, No. 2 for
Cold Weather, No. 3 for Cold Weather. Price in Hongkong
\$1.00 per bottle. (Including Postage). In London
\$1.00 per bottle. (Including Postage). In New York
\$1.00 per bottle. (Including Postage). In Paris
\$1.00 per bottle. (Including Postage). In Berlin
\$1.00 per bottle. (Including Postage). In Vienna
\$1.00 per bottle. (Including Postage). In Rome
\$1.00 per bottle. (Including Postage). In Athens
\$1.00 per bottle. (Including Postage). In Constantinople
\$1.00 per bottle. (Including Postage). In Cairo
\$1.00 per bottle. (Including Postage). In Bombay
\$1.00 per bottle. (Including Postage). In Calcutta
\$1.00 per bottle. (Including Postage). In Madras
\$1.00 per bottle. (Including Postage). In Rangoon
\$1.00 per bottle. (Including Postage). In Singapore
\$1.00 per bottle. (Including Postage). In Hongkong
\$1.00 per bottle. (Including Postage). In Shanghai
\$1.00 per bottle. (Including Postage). In Peking
\$1.00 per bottle. (Including Postage). In Tientsin
\$1.00 per bottle. (Including Postage). In Hankow
\$1.00 per bottle. (Including Postage). In Canton
\$1.00 per bottle. (Including Postage). In Amoy
\$1.00 per bottle. (Including Postage). In Swatow
\$1.00 per bottle. (Including Postage). In Hongkong
\$1.00 per bottle. (Including Postage). In Kowloon
\$1.00 per bottle. (Including Postage). In Victoria
\$1.00 per bottle. (Including Postage). In Melbourne
\$1.00 per bottle. (Including Postage). In Sydney
\$1.00 per bottle. (Including Postage). In Auckland
\$1.00 per bottle. (Including Postage). In Wellington
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\$1.00 per bottle. (Including Postage). In Wellington
\$1.00 per bottle. (Including Postage). In Christchurch
\$1.00 per bottle. (Including Postage). In Dunedin

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Westinghouse

ELECTRICAL APPARATUS FOR EVERY PURPOSE

A
Well-Lighted Shop

Is a Well-Patronized One

A well-lighted shop is an invitation to people to enter.
It is an attraction that impels people to your door. It is the
best and cheapest advertisement ever tried by a shopkeeper.
Purchasers like to come to a place of cheerfulness. Westing-
house Lamps produce this effect.Friends love to visit bright, cheerful, well-lighted homes.
Just install Westinghouse Lamps and see what a difference it
makes in the attractiveness of your house.

Westinghouse Electric International Co.

New York

SOLE AGENTS IN CHINA:

GASTON WILLIAMS & WICKMORE E. E. CORPORATION

22 Maitland Road, HONGKONG. 31 Rue de l'Amiral, HONGKONG.



CHINA TRADE.

PIECE GOODS MARKET.

GOVERNMENT INFORMATION BUREAU'S
REVIEW.The most important factor in the
business situation in China to-day is
the abnormal drop in exchange after
an abnormal rise during the war.
Because of the advantageous ex-
change during the war and immedi-
ately after the armistice, China
purchased large stocks of piece goods,
and metal, as well as machinery.
China's infant industries got their
first teeth during this period. How-
ever, last summer exchange
began to drop and by Chinese
New Year it had reached the pre-
war figure. But the prices of
commodities have not come down
proportionally with the drop in the
exchange. The result is that goods
which were purchased before the
drop, but which have been coming
to China from England and America
during the past six months are no
longer of a price suitable for the
market. The Chinese merchants also
find that exchange has been reducing
their capital and that they are unable
to take up their orders.This situation has made itself felt
most strongly in the piece goods
field. For the ultimate consumer
is reached more closely by the price
of piece goods than by almost any
other imported article. As the price
of silver dropped the cost of piece
goods went up until the merchants,
who could not sell their wares, found
themselves overstocked and money
scarce and were unable to take up
their contracts.At this time also, the famine was
affecting the purchasing capacity of
five provinces. And the inability of
the people of those provinces to
purchase goods of any sort affected
the purchasing power of all the
other provinces. Added to these
difficulties were the internal troubles
of the land which although they do
not have a tremendous influence
upon commerce, cannot be altogether
ignored. Commerce was interfered
with to a large extent by political
conditions in Kwangtung, Szechuan
and Hunan, and in the provinces it
was difficult to ship goods from the
great commercial centres of Sing-
hai, Hankow and Canton. The
effect was that these markets be-
came stagnant, and piece goods be-
came the most sensitive commodity, were
the first to become impossible and the
piece goods merchants were the first
to request cancellations of contracts.The volume of foreign merchandise
without much experience in the localmarket, insisted upon the Chinese
taking up their obligations. When
Chinese merchants pointed to the
fact that during the war they had
waited months, in some cases more
than a year, for their goods, they
were told that during the war they
had made enormous profits on
exchange transactions. These mer-
chants, forced about two hundred
piece goods dealers out of the market
immediately and lost for themselves
potential customers. Incidentally
they often lost what they had put
into the goods because the merchants
disappeared, and the goods also.
However, these cases are compara-
tively rare and only occurred among
fly-by-night dealers with whom the
larger and older firms would have no
commerce.The older foreign firms and the
various chambers of commerce took
steps to bring about an amicable
solution of the problem. Wherever
it was possible to cancel a contract,
this was done. If the factory
had not yet shipped the goods, there
was always a way to bring about a
cancellation in Europe or America.
Most firms publicly insisted that
cancellations were impossible, but
ways were found to accommodate
old and reliable customers. The re-
sult was that generally speaking the
situation began to improve in March
although not to an extent to warrant
optimism as to the immediate future.
Very few of the established houses
figured in the Mixed Court in efforts
to force dealers to stick to their con-
tracts. However, last year there were
about 1,000 piece goods dealers in
Shanghai. Now there are about 800
and it is expected that some 200 more
will disappear before the situation
improves. Many of the dealers who
have gone out of business were some
of the small men who, it
might have been expected,
would fall before the first
onslaught of hard times. But among
the missing may also be found dealers
of reputation who have spread them-
selves out too thinly and had failed
to provide against the day when
exchange would drop.The prospects of improvement of
the piece goods market depend largely
upon factors outside of China.
Should business conditions improve
throughout the world, piece goods
will improve in China. For should
China's raw materials be moved out
of her markets, the purchasing power
of the people will be augmented and
they will be able to buy piece goods.
The opening of trade with Russia
is likely to prove of value to
China's trade and stimulate com-
merce here. A good crop in the
famine districts will produce a higher
consumption of goods there. But
since none of these conditions can
materialize before the Autumn ses-
son, little improvement is to be
expected before then.The value of the piece goods busi-
ness of China can be indicated by
the following tables showing theimports of these commodities since
1913:

COTTON GOODS.	
1913	Hk. Tls.
1914	182,419,023
1915	178,229,045
1916	149,300,513
1917	126,679,386
1918	158,950,267
1919	151,380,423
1920	209,786,337

WOOLLEN AND COTTON MIXTURES.	
1913	Hk. Tls.
1914	3,461,526
1915	2,566,878
1916	490,866
1917	723,680
1918	2,461,309
1919	2,114,862
1920	3,181,973

WOOLLEN GOODS.	
1913	Hk. Tls.
1914	4,879,281
1915	3,306,047
1916	1,726,885
1917	2,293,568
1918	3,676,815
1919	3,201,329
1920	3,614,055

MISCELLANEOUS.	
1913	Hk. Tls.
1914	345,784
1915	3,380,494
1916	3,227,429
1917	3,841,860
1918	4,227,237
1919	4,037,237
1920	6,715,189

Totals.	
1913	Hk. Tls.
1914	191,103,614
1915	187,516,464
1916	154,745,673
1917	143,538,484
1918	169,316,156
1919	161,733,851
1920	223,297,554
Total	Hk. Tls. 1,231,253,796

AFTER YOU ARE FORTY

Forty is the age of greatest effort
with most people. Vitality is used up
at the most rapid pace. The struggle
to secure a competence, for old age
produces a nerve strain, the failure to
grasp causes worry, nervous break-
down, neurasthenia.Middle-aged people find that they
cannot run as fast, nor are they as agile
as in youth. The internal organs also
feel the effect of age. The digestion
counts with it accepted before, the
heart palpitates at night, a day's
work, the back aches after a day's
work. Your blood is thinner and not
so bright-red as formerly.One of the many wonders of China
is the Sun Ku Chuan Shu, an im-
mense collection of books, perhaps the
strangest in the world, covering the
whole field of Chinese literature.As is explained in an article in the
Graphic, between 1773 and 1785,
fifteen hundred writers, acting on the
initiative of the Emperor Chien Lung,
copied out nearly five million pages
by hand seven times, seven being the
number of copies decided upon.Only three sets are now extant in
China, but on the urgent request of
M. Pallove, who recently visited
China and was greatly impressed by
the collection, the Chinese Govern-
ment has resolved to print two hun-
dred copies of the works, of which
sixty will be sold in Europe and sixty
in America, the rest being reserved
for China. The price will be about
\$4,000.

MASSAGE.

Mr. RONDA and Mrs. RONDA
of 22, Wyndham Street,
Opposite the China Mail.

NOTICES.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

LONG HING & CO.

PHOTO SUPPLIES,
DEVELOPING & PRINTING A SPECIALITY.
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL,

AND THE

HONGKONG HOTEL GARAGE.

J. H. TAGGART,
MANAGER.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

PALACE HOTEL KOWLOON

(Two minutes from
Star Ferry). Recently renovated and refurnished, electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to.Telephone K. 3. Telegraphic Address: "PALACE."
J. H. OXHERY, Proprietor.

HOTEL "ASIA"

WEST BUND, CANTON.

Leading Hotel in South China.

First class Accommodation. Electric Lights, Fans and
Elevators. Roof Garden. Hairdressing Saloon.
Splendid Views of City and Pearl River.
Excellent Cuisine. Moderate Rates.Under the Management of the
SUN CO., LTD., CANTON.

KING EDWARD HOTEL

CENTRAL LOCATION
IN HONGKONG. Close to the Harbour, Elec-
tric Light, Fans and Lighting, European
Baths and Sanitary Fittings, Hot and Cold
Water, Lifts, etc. etc. etc. etc. etc. etc.
Telephone 272. Telegraphic Address: "VICTORIA."
J. WICKHILL, Manager.

FRENCH LESSONS

G. ROUSSEAU.
15, Morrison Hill Road.

Hughes & Hough

Auctioneers to the Government and Admiralty.

Coal Contractors
General Brokers
PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned),

FRIDAY,

May 6, 1921, commencing at 2.30 p.m., at their Sales Room, No. 4, Des Vaux Road, Corner of Ice House Street.
An Assortment of Chinese Porcelain, Carved Lacquered Ware, etc., etc.

Including a variety of 5-coloured and 3-coloured Vases, Wall Plates, Table Screens, Blue and White Vases and Incense burners, Old Bronze and Brass Figures and Vases, Kakemonos, Lacquered Cabinets, Ivory, Agate and Crystal Ornaments.

The above stock recently arrived from the North and includes pieces from the Ming, Kungchi, Kienlung and Tchowkong Periods.

The bulk of which will be sold without reserve.

(Full particulars from catalogue)

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 23, 1921.

(For account of the concerned)

ON

TUESDAY,

May 10, 1921, at 10.30 a.m., at No. 1, Cox's Path, Cox's Road, Kowloon.

Valuable Household Furniture,

etc., etc.,

therein contained.

Including Pantry and Kitchen Utensils, etc., etc.

(Full Particulars from Catalogue).

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 3, 1921.

(For account of the concerned)

ON

TUESDAY,

May 10, 1921, commencing at 2.30 p.m., at their Sales Room, No. 5, Des Vaux Road, Corner of Ice House Street.

AS ASSORTMENT OF

Superior Household Linens, etc.,

Comprising—

Hemstitched and Scalloped Pillow Cases, Bed Sheetings 72 in. and 90 in. wide, White Satin Quilts, Bed Valances, Damask Table Cloths and Serviettes, Turkish Towels, Bath Sheets, Buckskin Towels, Crochet and Drawwork Doilies, White Calico, Ladies' and Gent's Handkerchiefs.

And

A number of Marble Statuettes.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 4, 1921.

(For account of the concerned)

ON

TUESDAY,

May 10, 1921, commencing at 2.30 p.m., at their Sales Room, No. 5, Des Vaux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TRIP BEDSTEADS, CARPETS, etc., etc.,

comprising—

Dining Suites, Mirror back Sideboard, Dining Table, Chairs, etc., Chesterfield Sofa, Arm-chairs (new), Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery.

Electric Reading Lamps, Screens, Sundry Blackwood Furniture, Side Tables, Chairs, Cabinets, Pictures, etc.

Also

Several New Heavy Brass Bedsteads.

(Full Particulars from Catalogue).

Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, May 4, 1921.

MUMEYA

Japanese Photographers.

We have removed our Premises to No. 28A, Queen's Road, C.

Sitting hours from 9 a.m. to 9 p.m.

Portrait photos taken in one hour.

INTIMATIONS.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG AND SHANGHAI BANKING CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of May, 1921, at NOON, for the purpose of considering and if thought fit of passing the following resolutions:—

1. That the Directors of the Hongkong & Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinances under which the Company is incorporated and carrying on business so as to allow of the capital of the Company being from time to time increased from 20 millions of dollars the present authorised capital of the Company to 50 millions of dollars.

2. That the Capital of the Hongkong & Shanghai Banking Corporation be forthwith increased from \$15,000,000 to \$20,000,000 by the creation of 40,000 New Shares of \$125 each to be issued at the price of £70 on the terms after mentioned. Shareholders on the Eastern Registers to pay for their allotments at the rate of exchange for the Company's demand Bills on London on the day on which the instalments are due.

3. That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to shareholders in the proportion of one New Share for every three shares of which on the 28th day of May, 1921, Shareholders shall respectively be the registered Holders, and that any New Shares not accepted by Shareholders within the time limited by the Directors for that purpose be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Company.

4. That the payment of the sum of £70 per share for each of the said New Shares be made as follows, viz:—

1st instalment of £35 on the 1st of July, 1921.
2nd and final instalment of £35 on the 1st day of October, 1921.

5. That the Directors issue to Shareholders, holding shares less than or not a multiple of three, a fractional certificate in respect of each share less than three or in excess of a multiple of three and allot one New Share to every person who shall produce three such Fractional Certificates on or before the 1st day of July, 1921, and pay the first instalment in respect thereof.

6. That after payment of the instalment, and pending payment of the remaining instalment, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Shares entitling the holders on payment of the remaining instalment, and subject to such other terms as to approval, date for lodging scrip certificates and otherwise as the Directors may prescribe, to be registered as the owner of the shares respectively represented by such Scrip Certificates.

7. That interest at the rate of 6 per cent. per annum be allowed out of the profits of the Company on instalments paid in advance of the dates when the same become due, and that registered holders of Scrip Certificates for New Shares be entitled in respect of such New Shares to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up, and from due dates for payment of same.

8. That interest at the rate of 8 per cent. per annum be charged on each instalment not punctually paid, and be paid with each such instalment.

9. That all moneys received from premium on the said New Shares be added to the Sterling Reserve Fund.

FOR THE HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.

Hongkong, April 23, 1921.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED from THURSDAY, 4th May to SATURDAY, 28th May (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
A. G. STEPHEN,
Chief Manager.

Hongkong, April 23, 1921.

INTIMATIONS.

HONGKONG JOCKEY CLUB.

THE SECOND GYMKHANA MEETING will be held (weather permitting) at the HAPPY VALLEY, on SATURDAY, May 7th, commencing at 3.30 p.m.

The Charge for Admission will be \$1 for others than Members of the Hongkong Jockey Club.

Soldiers and Sailors in uniform Half-price.

The Stewards invite the LADIES of Hongkong to be present.

Hongkong, May 4, 1921.

St. John's Cathedral

MONDAY,

May 9th,

at 9.15 p.m.

ORGAN RECITAL

Vocalist:

Mrs. A. M. Bowes-Smith

HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Members will be held in the pavilion of the Club on TUESDAY, the 10th May, 1921, at 5.30 p.m. for the purpose of confirming the following resolutions which were passed at an extraordinary general meeting of members held on the 14th day of April, 1921.

1. That the present Hongkong Cricket Club be wound up, and the Committee be authorised to take all necessary steps for the purpose.

2. That the Committee be authorised to register a Company limited by guarantee not exceeding \$100 per member, on the terms of the Memorandum and Articles of Association which will be submitted to the Meeting.

3. That the Committee be authorised to assign and hand over to the new Company, when registered all the assets of the Club.

By Order of the Committee,
L. S. GREENHILL,
Hon. Secretary.

Hongkong, May 2, 1921.

CONSTITUTIONAL REFORM ASSOCIATION OF HONGKONG.

NOTICE.

THE FOURTH ORDINARY ANNUAL GENERAL MEETING of the Constitutional Reform Association of Hongkong will be held in the old Chamber of Commerce Room, City Hall, on WEDNESDAY, 11th day of May, 1921, at 5.30 p.m., for the following purposes:—

To receive the Report of the Committee and Statement of Accounts to 31st December, 1920.

To consider the following resolutions:—

(1) That all the non-Chinese members of the Legislative Council be elected.

(2) That a larger electoral body be adopted in the case of all such non-Chinese members with the exception of the Representative of the Hongkong General Chamber of Commerce.

(3) That there be an Unofficial majority on the Legislative Council with such safeguards as are provided in the Constitution of Ceylon.

(4) That a petition be sent to the House of Commons asking for the support of the Members in securing the above change in the Legislative Council.

To consider, in conjunction with the Members of the Kowloon Resident's Association, any resolution which may be moved in regard to the increase of House Rates, and any other Municipal matters.

To elect the Officers and Committee for the ensuing year.

By Order of the Committee,
L. M. WHITE,
Hon. Secretary.

Hongkong, May 4, 1921.

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY SECOND ORDINARY GENERAL MEETING will be held at the Company's Offices, St. George's Building, on SATURDAY, 21st May, 1921, at 11.30 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 28th February, 1921, and electing Directors and Auditors. The Transfer Books of the Company will be closed from the 14th to the 21st May, 1921, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
LTD.

Hongkong, May 4, 1921.

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Every additional word 6 Cents for 3 insertions.

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EUROPEAN HOUSE, No. 7, Middle Road, Kowloon, 7 large and airy rooms, 2 bathrooms. Apply to Kam Hing, C/o Messrs. Johnson, Stokes & Master.

ONE LARGE GODOWN, (known as the Mody's Warehouse Godown). Two Large Rooms with Verandah situated Queen's Road East, suitable for European's Residence. Apply to Lee Hing & Co., 202, Queen's Road Central.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

NEW RADIO SERVICE.

WASHINGTON, May 4th. The Naval authorities announce the establishment of a commercial radio service between the United States and the Dutch East Indies.

CHINESE CHARGE D'AFFAIRES IN CHILE.

LONDON, May 4th. On Yang King, the First Secretary of the Chinese Legation, has left for Peking, from where he will proceed to Chile as Charge d'Affaires.

REDUCTION OF WAGES.

NEW YORK, May 4th. It is announced that a reduction of 30 per cent. in the wages of day labourers in the plants of the United States Steel Corporation is proposed, which affects nearly 175,000.

ORIENTAL OPERA.

PUCCHINI'S NEW WORK.

A CHINESE PRODUCTION.

Rome, April 7.—The press states that Signor Giacomo Puccini, the well-known composer, has composed "Madame Butterfly" among his other successful operas, is fulfilling the promise he made to Madame Tamaki Miura of writing a new opera having China as the scene.

The libretto is taken from the play "Re Turandot" written by Count Carlo Gozzi in the 18th century, which was translated into German by Schiller. Gozzi was descended from an old Venetian family, and was born at Venice in March 1722. He was a most precocious youth, and wrote four poems before the age of sixteen. He was a rival of the great Italian dramatist Carlo Goldoni, against whom he wrote satirical verses.

The scene of the opera will be laid in an imaginary ancient China, with plenty of fantastic poetry.

Puccini studied Chinese music, especially their popular songs, and was sent purposely to China to hear some of the Chinese songs which seemed to him very simple and primitive. He also obtained from an American some of these on phonograph records.

It is not certain when the opera will be ready, as the poets Siniani and Abami who are providing the libretto have only written two acts so far.

"MYSTERY" OF TOBACCO.

HOW ENGLISH MAKERS KEPT IT DARK IN 1698.

Every smoker should be interested in an early 18th century M.S. of the House of Lords, which has just been published, among many others, in volume form, for it contains an account of the way in which English tobacco manufacturers prevented their secrets getting known and used in Russia more than 200 years ago.

It seems that Nathaniel Gould and others had made a contract with the Tsar of Muscovy in 1698 to import quantities of tobacco into his dominions, and sent over "Peter Marshall and his wife, versed in the curing and rolling of tobacco, together with instruments and materials necessary thereunto."

Other merchants of London had also entered into contracts with Tsar's officers to supply large quantities of tobacco and to send—

As many persons skilled in the spinning and rolling of tobacco as the Tsar should require together with the instruments, engines and materials and liquors commonly used in that work by which means his subject would become equally skilled in that mystery with any of Her Majesty's subjects, dealers in tobacco.

The English tobacco manufacturers thereupon petitioned Queen Anne, and that redoubtable Monarch nipped the scheme in the bud.

"It was ordered that the said persons were to be conveyed out of Muscovy, and the engines to be broken immediately." And so the "mystery" was not disclosed.

THE QUEST OF MOHAMMED'S SACRED SLIPPER SERIES.

VIII.—THE SIEGE OF THE "UPLANDS."

BY SAKI ROHMER.

(Continued from yesterday.)

(COPYRIGHT, 1917.)

The end of the quest in which Earl Dexter, the daimless American, plays a game of American "bluff" for his own life and that of the narrator of these modern Arabian Nights, with Hassan of Aleppo himself.

"When the invitation came from Hilton to spend a week 'roughing it' with him in Warwickshire, I accepted with alacrity. If ever a man needed a holiday I was that man. Nervous breakdown threatened me at any moment; the ghastly outrages perpetrated by Hassan of Aleppo, with all of which I had been associated, were now taking toll of my nervous system.

"A brief wire had contained the welcome invitation, and up to the time when I had received it, I had been unaware that Hilton was back in England. Moreover, beyond the fact that his house, 'Uplands,' was near H—, for which I was instructed to change at New Street Station, Birmingham, I had little idea of its location. But he had added 'Wire train and will meet at H—,' so that I had no uneasiness on that score.

I had contemplated catching the 2.45 from Euston, but by the time I had got my train into something like order, I decided that the 6.55 would be more suitable, and decided to dine on the train.

When at last I found myself in the cab, bound for Euston, I sat back with a long-drawn sigh. The quest of the Prophet's slipper was ended; in all probability that blood-stained relic was already Eastward bound. Hassan of Aleppo, his awful Guardian, had triumphed and had escaped retribution. Earl Dexter, the daring crackman who for a time had actually held the thing, was dead.

My cab was held up by a temporary block in the traffic, and my imagination played me a strange trick. Another taxi ran close alongside, almost at the moment that the press of vehicles moved on again. Certainly, I had no more than a passing glimpse of the occupants; but I could have sworn that violet eyes looked suddenly into mine, and that the gaunt face of the man who sat beside the violet-eyed girl was that of Earl Dexter.

The travellers, however, were immediately lost to sight in the rear, and I was left to conjecture whether this had been a not uncommon form of optical delusion or whether I had seen a ghost.

At any rate, as I passed in between the big pillars of the station, I scrutinized, and closely, the numerous hurrying figures about me. None of them, by any stretch of the imagination, could have been set down for that of Dexter, the Sombreiro Man.

Worn out with Agonising Pains

"Nothing gave me relief until I tried De Witt's Pills" says Mrs. Peters.

Here is a remarkable letter written by a lady who suffered from the most terrible of all ailments—Kidney trouble. But those who read it will know that it is no fiction. The pains are all gone now, and she feels better than ever. The pills are a real relief, because they have cured me of the most terrible of all ailments—Kidney trouble. I am a married woman, and I have suffered from this ailment for many years. I have tried every remedy, but nothing has done me any good. I have been so weak and so tired that I could not do my work. I have been so miserable that I have almost given up. But now, after taking De Witt's Pills, I feel like a new woman. I am strong and healthy, and I can do my work again. I am so glad that I have found this remedy. I will tell everyone about it, so that they may also be cured. De Witt's Pills are a real relief. They are a cure for all kinds of Kidney trouble. They are a cure for all kinds of urinary ailments. They are a cure for all kinds of bladder trouble. They are a cure for all kinds of prostate trouble. They are a cure for all kinds of sexual trouble. They are a cure for all kinds of nervous trouble. They are a cure for all kinds of general weakness. They are a cure for all kinds of general debility. They are a cure for all kinds of general ill-health. They are a cure for all kinds of general suffering. They are a cure for all kinds of general misery. They are a cure for all kinds of general despair. They are a cure for all kinds of general hopelessness. They are a cure for all kinds of general darkness. They are a cure for all kinds of general gloom. They are a cure for all kinds of general sorrow. They are a cure for all kinds of general pain. They are a cure for all kinds of general agony. They are a cure for all kinds of general torment. They are a cure for all kinds of general torture. They are a cure for all kinds of general punishment. They are a cure for all kinds of general retribution. They are a cure for all kinds of general justice. They are a cure for all kinds of general mercy. They are a cure for all kinds of general compassion. They are a cure for all kinds of general kindness. They are a cure for all kinds of general goodness. They are a cure for all kinds of general beauty. They are a cure for all kinds of general grace. They are a cure for all kinds of general glory. They are a cure for all kinds of general honor. They are a cure for all kinds of general fame. They are a cure for all kinds of general power. They are a cure for all kinds of general wealth. They are a cure for all kinds of general success. They are a cure for all kinds of general happiness. They are a cure for all kinds of general contentment. They are a cure for all kinds of general peace. They are a cure for all kinds of general joy. They are a cure for all kinds of general love. They are a cure for all kinds of general life. They are a cure for all kinds of general hope. 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The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, THURSDAY, MAY 5, 1921.

"CHILDREN OF THE SLAVES."

It is grievous to discover, as must anyone who reads a lot and travels and sees much, that there are men who really know things and cannot write about them, and men who write excellently but do not seem to get or impart knowledge. Not to know the Russian peasant, and to read Stephen Graham's books about him, is to acquire the strong impression that Mr. Graham really knows, and is telling us vividly and truly what he knows. This impression, of course, may be right. We are not in a position to aver that Mr. Graham's Russians are fancy portraits. It is only when we meet a book like "Children of the Slaves," in which Stephen Graham writes about American negroes, that we suspect the presence of some "nigger in the woodpile." In this handsomely produced volume, from the publishing firm of Macmillan and Co., (12 shillings), we are taken through territories and among people of whom we do know somewhat. Our conductor has a most charming style, as all his readers know, but we put down the book with a feeling that it must not be recommended as the last possible word on America's negro problem. This thought we sympathize with the better sort of negroes, deplore their wrongs, and hate the type of American who aggravates the trouble. There are, however, good Americans as well as good negroes, and the problem is not to be settled on the easy lines of Stephen Graham's sentiments, laudable though they be. As one negro speaker said (p. 65) "it is not the rightness of this problem we have to consider, but the wrongness."

Stephen Graham did and does. He sought negro society in the southern States, but he wore his tinted spectacles when he went to see them. They were all suspicious of him at first, but "after a few words," showed "implicit trust and confidence." We gather that they had sense enough to recognize a favourable propagandist. He asked a negro preacher how he got on with white ministers.

"Oh, white ministers do not recognize black ones on the street," said he. "My neighbour, for instance, knows me well enough at the Baptist Conference, and by his talk I see he knows all about my church. But here in the city he cannot afford to know me. Yet he has not half so many worshippers at his church, nor do they pay him the salary which my people pay me. He dare not spend on his clothes what I spend; he has not such a well appointed home. Yet if we meet on the street—he doesn't know me."

Mr. Graham comments: "This was evidently a sore point." To one knowing the parties better, more comment was easy. The white Baptist minister was not a good Christian, but the black, boasting of his clothes and furniture and salary and congregation was a worse—full of hatred and other unchristian passions. And he is a leader among blacks as bitterly hating, but less sophisticated. Mr. Graham describes the various American "Jim Crow" laws and regulations. In the south negroes are barred out of the "free" Carnegie libraries. That is only one striking injustice amongst many. But he quite slurs over the indictment against the other party, and ignores the increasing difficulty of living neighbourly with these people.

The description of his tramp through Georgia, along Sherman's route to the sea, is very interesting; but it has very little to do with the problem. Admirers of the characteristic Graham vein will not mind that. Except as a serious political contribution, the book is to be recommended.

LOCAL AND GENERAL.

Madame Lottie Gordon announces that owing to giving charity concerts at Macao, Canton and other places this month, the City Hall concert, arranged for May 12, has been postponed to a later date.—Advt.

The Hockis informs the world that a Japanese engineer has invented a new monster hydroplane. It gives no technical details of this new invention, but says that it resembles those now in use in European countries. It sounds highly probable.

Regarding the proposal of the Managing Director of the Canton-Hankow Railway, Mr. Hsu Sung-hao to complete the construction of the northern section of the Canton-Hankow Railway from Shikuan by negotiating a foreign loan for \$15,000,000, the stockholders of the Railway strongly oppose the proposal lest the railway should fall under foreign control, says the *Canton Times*.

The Japanese Navy Department has announced that a tube of No. 19 boiler on board the warship "Kashima," which is now escorting the "Katori" on which the Crown Prince is taking passage, broke on April 3, at 5 a.m., when she was at a point 40 miles west of Minicoy island, and steam began to escape. Three blue-jackets who happened to be near were scalded to death, while another was slightly hurt. The "Katori" had a similar accident on April 7 at 3 p.m., when she was 50 miles north-east of Sumatra. In this case two blue-jackets were badly injured, and two slightly hurt.

The captain of a liner which arrived in Liverpool the other week from New York is reported to have gone up to a party who were playing poker during the voyage and addressed them thus:—"Card-sharps are among the players here, and if they do not withdraw in a few minutes I shall have them put in the rest of the voyage and handed over to the police at Liverpool." Needless to say, the game was stopped at once. One of the men is reported to have shown a fellow-passenger later on, in private, what he could do in the way of manipulating cards.

The following report in the Canton vernacular press speaks for itself.—"Foreign 'bongs' in Shanghai have received news that the factories throughout America have ceased work as a result of failure in negotiations with the labourers for decrease in wages. As a means of inducing the labourers to reconsider their refusal, factory owners banded together, dismissed all their employees and closed their factories. As a result, the exchange of gold dollars and other foreign currencies has dropped (fallen) and according to the vernacular press, the drop in exchange will continue."

DR. SUN YAT-SEN.

"PRESIDENT OF CHINA."

TO-DAY'S CEREMONY.

During the last few days, steamers and trains from Hongkong and passenger boats from the interior have been taking crowds of people to Canton to attend the inauguration of Dr. Sun Yat-sen as President.

At all of the hotels accommodation is hard to procure and even private houses have been crowded to full capacity. It is estimated that nearly a quarter of a million visitors are in Canton.

The official programme for the inauguration of Dr. Sun Yat-sen today as President of China is given in the *Canton Times* as follows—

8 a.m.—President-elect Sun Yat-sen receives the credentials from Parliament presented by Speaker Lin Sun.

9 a.m.—President-elect Sun Yat-sen proceeds to Parliament and at 9.30 takes the oath of office.

10 a.m.—President Sun will review the troops at the North Parade Ground after which he will return to the Government Building where he will receive the congratulations of the officials and the public.

12 a.m.—The President will be at the Treasury Building to review the parade of the Citizens in celebration of his inauguration.

In the evening President Sun will review the lantern parade from the verandah of the Municipal Hall on the Bund.

The lantern parade will take place at 7.30 p.m., and at the same time there will be a floral and fireworks display on motor boats, flower-boats, launches and dragon boats on the Pearl River.

The East section of the parade will first meet near the Canton-Kowloon Station and vicinity at 10 a.m. and be ready to start at 12 noon. The west section of the parade will gather at Sai Kwa Yuen and vicinity and the students of the different schools at the East Garden, at the same hour in the morning, all of which are to start at 12 noon. The routes to be taken by the different sections of the parade will march in accordance with directions given on a specially drawn map of the city.

Besides troops and civilians, in the parade, there will be a procession of motor cars, motor cycles, carriages, and bicycles.

All the different kinds of boats to participate in the evening celebrations on the Pearl River will assemble in front of the Cement Works from which place the "Gondolas" will start.

The parades both day and night will be headed by a company of mounted police who will be followed by troops. Then follows the National Flag, another company of troops, students, civilians, "floats" of different kinds from different associations and guilds, bicycles, carriages, motor-cars and a company of troops which brings up the rear.

Magnificent arches and pagodas have now been erected over the important streets of the city. Each arch or pagoda bears one or more floral signs bearing the characters "Long Live President Sun Yat-sen" and other words of praise for the President.

A very costly present in the form of a large green jade stone seal, artistically cut, was presented to President Sun Yat-sen yesterday afternoon by representatives of the "Precious Stone Guild" of Canton.

Although premature, there was an impromptu parade by the different labour guilds, both of Canton and Hongkong, whose "Lions," numbering about 50 in all, attracted considerable attention. For a time the traffic along the main thoroughfares was blocked.

Representatives of the different business and labour guilds were received by President Sun Yat-sen.

INTERESTING COMMENT.

The statement made by Dr. Sir James Cantlie with regard to Dr. Morrison's views about Sun Yat-sen, in an interview appearing in the *Morning Post*, deserves a word of comment. It should be explained that Sir James Cantlie's interest in Dr. Sun is of old date. Dr. Sun was at one time associated with Sir James Cantlie in that "gentleman's medical practice in Hongkong, some twenty-five years ago. Apparently at the same time Sun was in communication with friends in Canton, with the idea of bringing about a revolution that should overthrow the Manchu dynasty and inaugurate popular government in China. A good many people knew of this movement, and the particulars were entrusted to Mr. Thomas Cowen then acting as *Times* correspondent at Hongkong, who held himself ready to communicate the news and aspirations of the young revolutionists as soon as the first blow should be struck. But the time was not ripe. The secrets of the revolutionists were disclosed to the authorities, and the leaders fled. Dr. Sun took refuge in London, whence Sir James Cantlie had already proceeded. But the Chinese Government, being desirous to secure the person of Dr. Sun Yat-sen, who was rightly regarded as the chief inspiration of the movement, took a leaf out of the

SPECIAL CABLES.

SHANGHAI CHAMPIONS.

OLD BILL FIRST.

A \$200,000 SWEEP PRIZE.

THE LUCKY WINNERS.

[China Mail Special.]

SHANGHAI, May 5.

In the Shanghai-Champions Old Bill was first, Silver Streak second, and The Hawk third. Messrs. Lee and Marsgreen, a customs examiner and P. W. D. man respectively, won the first prize worth two lakhs.

RUBBER SLUMP.

COMPULSORY RESTRICTION.

CHURCHILL AGAINST LEGISLATION.

[China Mail Special.]

SINGAPORE, May 4.

The F.M.S. Government has received a cable from Mr. Winston Churchill saying that he is unable to allow legislation for compulsory restriction of rubber to be introduced as it would involve considerable financial liability and it is uncertain whether it would be beneficial. Conditions must be allowed to right themselves.

OPIUM EXPORT.

MORE STRINGENT MEASURES WANTED.

[China Mail Special.]

SHANGHAI, May 5.

A meeting of the Anti-Opium Association decided to telegraph the governments of the various countries, including the American Congress, urging them more effectively to prevent the export of the drug.

book of the T'airist Government and kidnapped Sun, holding him a prisoner at the Chinese Legation in Portland Place, prior to smuggling him to China. Just as if he had been the hero of a movie picture, Sun dropped a letter out of a window and asked the finder to take it to Sir James Cantlie. It was picked up and duly reached the hands of Sir James, who made such a stir about it in the English papers that Sun was speedily released and the British Government said some very sharp and unpleasant things to the Chinese Government.

It will be seen, therefore, that Sir James Cantlie has been a friend of Dr. Sun for many years, and it has been evident on occasion that his Scotch common sense has been much stirred by Dr. Sun's romantic career, from student to provisional President of the Chinese Republic by way of the medical profession. When he talked with the late Dr. Morrison, formerly the *Times* correspondent at Peking, while lying on what proved to be his death-bed, on the subject of Dr. Sun Yat-sen, Sir James did so as a warm admirer and was likely to interpret Dr. Morrison's admissions that he had possibly been in error in regarding Dr. Sun's character as going beyond what Dr. Morrison intended.

It should be explained that as the official adviser of the Chinese Government in his later years Dr. Morrison was politically opposed to Dr. Sun, who was the representative of the Southern party, while Dr. Morrison's chiefs were representatives of the North. It is difficult to believe, however, that Dr. Morrison said that if he had believed in Dr. Sun's views he would have supported him and there would have been no Boxer rising. Dr. Morrison can scarcely have placed the influence of the *Times* in China as high as that. In 1894 and 1895 China was quite unprepared for such a movement as that of Sun's, and the influence of the *Times* on Chinese politics would have had very little effect on the reactionaries in Peking, who saw in the Boxer rising a few years later an aid to their policy of destroying foreign intercourse and preventing the spread of Western ideas in China. It is quite probable that in the end Dr. Morrison recognised Dr. Sun's sincerity, while he was disgusted with the crowd of self-seeking politicians in Peking, but it is difficult to believe that he did not at the same time understand the impracticability of Dr. Sun's character and the vague and indefinite nature of his policy. Sir James Cantlie would seem to be carried away by his own admiration for Dr. Sun, and to have interpreted the vague admissions of a sick man into an appreciation of Dr. Sun's policy as well as his character, which is unjustified.

When Sir James Cantlie goes on to express his opinion that the present is an opportunity for Britain to recover her former influence in China, there is much soundness in his view. But the first step in this endeavour at reinstatement of Britain's position in the councils of China must be the cancellation of the Anglo-Japanese Alliance, which presumes to settle the policy to be adopted towards China without taking China's own views into consideration.—*Japan Chronicle*.

ATHLETIC SPORTS.

GOVERNMENT INDIAN SCHOOL.

YESTERDAY'S MEETING.

The Ellis-Kadoorie School for Indians held its first athletic sports meeting yesterday afternoon. The meeting was well conducted and proved to be a great success. Members of the Indian community and other friends of the school were present in large numbers. As the Victoria British School is not large enough to have a sports meeting of its own, the Indian School very kindly extended to it an invitation to join the meeting. Great enthusiasm prevailed throughout the meeting and competition was keen, with the result that all the events were closely contested and some very exciting finishes were witnessed.

The thanks of the school authorities are due to the following friends of the school for their generous contributions to the prize fund: Mr. U. Rumpah (Championship silver bowl), Mr. Fred Ellis and Mr. O. Kitchell (silver cups), the Moslem Club (Championship gold medal), Sir Ellis Kadoorie, and Messrs. J. H. N. Mody, A. el Arculli, H. M. H. Nemaze, M. A. Nemaze, A. G. Saffad, S. R. Curram, Abdoolah Ebrahim, Lau Ju Chung, Chau Tung Shang, J. H. Ruttonjee and A. H. Abbas, Messrs. Razack and Kitchell, and Messrs. Pittendrigh, Rumpah & Co. Ltd.

At the conclusion of the sports, Mr. U. Rumpah distributed the prizes. In thanking him for his attendance for that purpose, Mr. A. O. Brown (the headmaster) remarked that since he came to Hongkong over 20 years ago he had tried to imbue members of Mr. Rumpah's family with a love of sport and, having regard to their progress in various forms of athletics, he thought he could claim to have been successful. He thanked the old boys of the school for giving their help, the donors of prizes and the visitors.

Mrs. Clark thanked Mr. Brown in the name of the staff and pupils of Victoria British School for the invitation to take part.

The patrons of the meeting were Sir Ellis Kadoorie, Mr. Nemaze and Mr. A. el Arculli, and the following were the officials:—President, Mr. A. O. Brown; Hon. Secretary, Abdullah; Hon. Treasurer, Bishan Singh; Time-keeper and Judges, Abdullah, Fung Pak, Hardit Singh, and P. Y. Chin; Handicappers and Starters, R. M. Omar, J. M. Dyer, R. Vazrin.

RESULTS.

Following were the results:—
High Jump (Junior).—1, W. Abbas; 2, M. Iemall; 3, M. Ramzan Height, 3ft. 11in.—(Senior).—1, A. A. Salim; 2, U. Iemall; 3, F. M. Arculli. Height 4ft. 8 1/2 in.

120 Yards Flat Race (Senior) Handicap.—1, U. Iemall; 2, L. Rumpah; 3, N. B. Kitchell. Time: 14secs.

100 Yards Flat Race (Junior) Handicap.—1, Abraham; 2, W. Abbas; 3, Majid. Time: 15secs.

220 Yards Flat Race (Senior Championship).—1, Rumpah; 2, A. A. Salim; 3, A. R. Salim. Time: 27secs.

120 Yards Flat Race (Junior Championship).—1, W. Abbas; 2, M. Iemall; 3, M. Sabhan. Time: 17secs.

100 Yards Flat Race (For small Boys under 10 years).—1, Gren Bachan Singh; 2, A. R. Saffad; 3, Harban Singh. Time: 18secs.

50 Yards Wheel-barrow Race (Open).—1, Juma and A. S. Saffad; 2, M. Rumpah and M. Lhak.

100 Yards Shipping Race (Open to Girls of V.B.S.).—1, Miss B. Edwards; 2, Miss B. Nichol.

100 Yards Flat Race (Open to Children of V.B.S.).—1, M. D. Levy; 2, Louise Wilson.

Half-mile Flat Race (Open) Challenge Cup to be won three years in succession (Presented by Mr. F. Ellis).—1, Mohan Singh; 2, D. Mohammed; 3, A. R. Salim. Time: 4secs.

50 Yards Picking Potatoes Race (Open to V.B.S.).—1, G. Fowler; 2, J. Edwards.

50 Yards Picking Potatoes Race (Junior).—1, W. Abbas; 2, H. Haroon; 3, M. Sahub.

100 Yards Flat Race (For Children of the Indian Community).—1, S. Hassain; 2, Abdul Rahman.

220 Yards Flat Race (Open to past pupils).—1, G. A. Hyder; 2, A. G. Abbas. Time: 27secs.

Quarter-mile Flat Race (Senior) Handicap.—1, F. M. Arculli; 2, A. R. Salim; 3, U. Iemall. Time: 61secs.

Quarter-mile Flat Race (Junior) Handicap.—1, Dost Mohammed; 2, M. Iemall; 3, H. Haroon. Time: 7secs.

220 Yards Team Race (Open to teams of 4 from all Schools).—1, St. Joseph's College; 2, Wanchai School. Winning Team: S. A. Rumpah, A. G. Abbas, P. Remedios, J. S. Akbar.

50 Yards Back Race (Open).—1, Haroon; 2, M. Sahub.

300 Yards Flat Race (Junior) Handicap.—1, Dost Mohammed; 2, A. S. Saffad. Time: 46secs.

SHANGHAI RACES.

SPRING MEETING.

THIRD DAY'S RESULTS.

Following are the results of the third day's racing of the Spring Meeting of the Shanghai Race Club:—
THE GREAT NORTHERN PLATE.—7 furlongs.

Wilson (Mr. Knoll) 1
Irish Stew (Mr. Johnstone) 2
Tyneside (Mr. Willeumier) 3
Time: 1min. 53 3/4secs.

THE RUBICON PLATE.—1 1/4 miles.
The Kingfisher (Mr. Hill) 1
Tangiers (Mr. Bremner) 2
Tommy-lad (Mr. Harper) 3
Time: 2mins. 54 2/5secs.

THE PARI-MUTUEL STAKES.—1 1/2 miles.
The Oriole (Mr. Hill) 1
Colinton (Mr. Johnstone) 2
Sea-bird (Mr. Brand) 3
Time: 3mins. 25 2/5secs.

THE RACING STAKES.—1 1/4 miles.
Baycroft (Mr. Knoll) 1
Kempston (Mr. Dalgarney) 2
Rio Negro (Mr. Springfield) 3
Time: 2mins. 47 1/5secs.

THE YANOTZER CUP.—One mile.
Fighting King (Mr. Hill) 1
San Juan (Mr. Crampton) 2
Sir Lamrock (Mr. Brand) 3
Time: 2mins. 9 2/5secs.

THE NANKING CUP.—3/4 mile.
The Wise Bird (Mr. Brand) 1
Marlow (Mr. Hill) 2
Greyhound (Mr. Harper) 3
Time: 1min. 35 1/5secs.

THE FOCHOW CUP.—1/4 mile.
Cannibop (Mr. Crampton) 1
Golden Rule (Mr. Bremner) 2
The Falcon (Mr. Hill) 3
Time: 2mins. 48secs.

THE AMOT CUP.—1 mile.
Stancliffe (Mr. Dalgleish) 1
Zaundam (Mr. Knoll) 2
Malamay II (Mr. Hill) 3
Time: 2mins. 14 3/5secs.

THE CHAMPIONSHIP SWEEPSTAKE.—Distance 1 1/4 miles.
Mr. Camp-box's Old Bill (Mr. Bremner) 1
Mr. John Peel's Silver Streak (Mr. Johnstone) 2
Messrs. Winsome and Hasty's The Hawk (Mr. Hill) 3
Time: 2mins. 40 2/5secs.

SWATOW CUP.—Distance nine furlongs.
Strathglen (Mr. Crampton) 1
Cascade (Mr. Hill) 2
Beauty Prince (Mr. Brand) 3
Time: 2mins. 28 2/5secs.

NEWCHWANG CUP.—Distance 1 mile.
Lemoet (Mr. Johnstone) 1
Tarnished Silver (Mr. Brand) 2
Ripequack (Mr. Moon) 3
Time: 1min. 36 2/5secs.

WHY

IS THE RABBIT CONNECTED WITH EASTER?

The connection between Easter and the hare—which was the original "Easter bunny"—springs from the latter's connection with the moon; for Easter, inasmuch as its date depends upon the moon, may be said to be a lunar holiday.

The hare, as the ancient Egyptians well knew, is a nocturnal animal, coming out at night to feed. The female carries her young for a month, and here again is connected with the lunar cycle. Moreover, both the hare and the moon were formerly thought to have the power of changing their sex, for the new moon was supposed to be masculine while the waning moon was considered feminine. Beaumont and Fletcher, in the "Faithful Shepherdess," refer to this superstition in the words:—

"Hares that yearly sexes change, Proteus, altering oft and strange."

Let this maiden changed be."

But an even closer identification of the hare with the moon lies in the fact that its young are born with their eyes open, unlike rabbits, which are born blind. For this reason, the name of the hare in Egyptian was un, which means "open" or "the opener." As the moon was considered to be the open-eyed watcher of the stars at night, the hare, with open eyes, was naturally associated with it, and, through this circumstance, with Easter.

In Germany, the Easter hare is almost as important a figure in nursery circles as is Santa Claus at Christmas. The white hare brings gaily-coloured eggs for good little boys and girls, while youngsters who have been bad search in vain for these tokens from the symbol of Easter—a custom which, with but the slightest alteration, has spread throughout the United States.

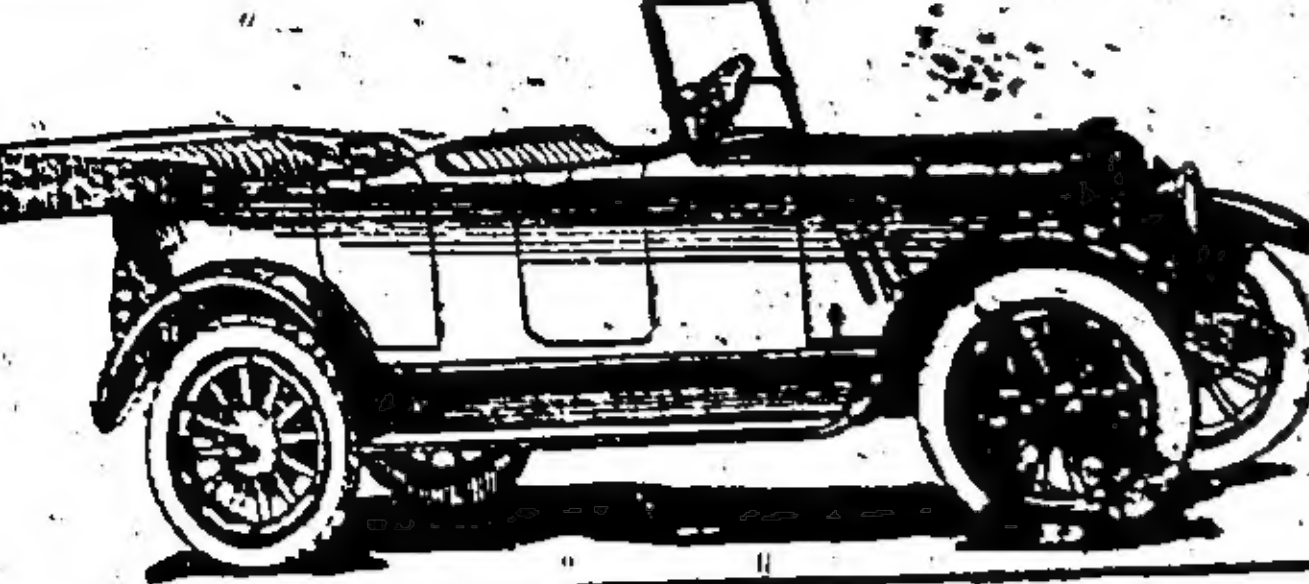
120 Yards Team Race. Prefects of the Best—Won by the Prefects. Time: 91 1/2secs.

120 Yards Consolation Race (Senior).—1, S. R. Bar; 2, N. B. Kitchell; (Junior).—1, M. Ramzan; 2, N. Ali.

Senior Championship.—U. Iemall 6 points out of a possible 20.
Junior Championship.—W. Abbas (12 points out of a possible 20).

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MARINERS AT LOGGERHEADS.

SHIP CAPTAIN ELEPHS ASSAULT.

ENGINEER CHARGED.

STORY OF TWO BLACK EYES.

Details of an extraordinary affair outside the V. R. C. on the evening of April 16 in which a ship's engineer blacked both the eyes of his former Captain and would have blacked his third eye too if he had had one. The incident was related to the Magistrate by the Captain, Mr. George Best, Chief Engineer of the s.s. "Telemachus," summoned Mr. George Best, Chief Engineer of the s.s. "Konings," for assault.

Mr. Leo d'Almada appeared for the Captain, and Mr. M. H. Turner for Mr. Best.

Outlining the facts of the case, Mr. d'Almada said that from the evidence, the Magistrate would see that the defendant had committed an unprompted and cowardly assault on Captain Bentley through jealousy. Some seven or eight months ago, continued counsel, there was a vacancy for a third engineer on board the s.s. "Telemachus." The defendant went on board and interviewed the Captain saying that he had been appointed to the post. The defendant was referred to the Chief Engineer who referred him back to the Captain. The latter then signed him on. The defendant made one trip to Saigon on the ship. On his return to Hongkong, there was a vacancy for a second engineer. The defendant asked to be promoted to that post but the Captain refused, not because he had anything against the defendant, but because he thought that he did not have sufficient experience. Any way, a Mr. Lemercier was appointed to the post. The defendant thereupon resigned. Some time after the defendant had left the ship, the Captain met defendant's elder brother in town, and the latter asked him what he meant by calling the defendant a bastard. Captain Bentley denied this whereupon Best's brother said: "You seem to think that you are everybody on board that ship. The complainant replied: 'So I am, being Captain.' 'I will see you off her yet,' was the rejoinder. Captain Bentley said no more and walked away. On April 16, he went to the V. R. C., where he sat talking to Mr. Meek, of Messrs. Fisoners, until about 6.30 p.m., when he left to go to the King Edward Hotel to meet Dr. Asger who had invited him to the annual dinner of the Craigiepower Club. As the Captain left the entrance of the Club, he heard footsteps behind him, and before he could say 'Jack Robinson,' the defendant, without warning struck him several times on the eyes and mouth. Captain Bentley, who was bleeding badly, jumped into the first ricksha and proceeded to the Central Station where he made his report. Sgt. Stimson was sent out with him to look for Best but they failed to find him. When they returned to the station, Best was there and he was charged.

Captain Bentley, in the witness box corroborated Mr. d'Almada's opening statement. He said that when he left the V. R. C., he saw Best behind him but took no notice. Best walked up alongside him and without a word proceeded to 'crack' him in the eyes. He thought that the cause of the assault was because he had not given Best the post of second engineer on his ship. He could not think of any other cause because he had never had any quarrel with Best. He certainly never called Best a bastard. The witness proceeded to say that Best was very disappointed when he was not given the post he applied for. Although Best was later appointed second engineer of the "Phoeniphen," another vessel belonging to the Woo Fat & Co., there was great difference in the pay of the two posts.

By Mr. Turner: When Best left, Mr. Lemercier joined the ship. Recently when he got his second certificate, he was promoted second engineer of the "Telemachus."

When did Mr. Lemercier get his second ticket? On April 14, I think.

By Mr. d'Almada: He was not angry with Captain Bentley because he was not appointed second engineer of the "Telemachus." He resigned because the vessel was an old one (42 years). He thought that he might have continued on the vessel had he been appointed second engineer, but as it was, the Captain

gave him a good certificate of character and he was appointed second engineer of the "Phoeniphen," and he was quite satisfied.

I put it to you that it was this month (May) that he got his certificate?—I said in April.

Answering further questions, the witness said that it was not true that as he was leaving the V. R. C., Best was going in, and that the trouble was started by his calling out "What are you doing here, you little bastard?" The witness also denied that he struck Best first with a stick when he asked him what he meant by calling him a bastard.

Mr. Turner: Are you a member of the Phoenix Club?

Mr. d'Almada: I objected that this did not concern the case.

Mr. Turner said that he had looked up the point carefully, and he was quite entitled in cross-examining to ask what questions he chose.

The Magistrate: You are going to question him as to his character?

Mr. Turner: Yes, I am entitled to.

Repeating to the Magistrate the witness said that he had been a member of the Club but left it about four months ago.

Mr. Turner: Why?

Mr. d'Almada: He was asked to resign after an altercation with another member if that is what my friend wants to know.

Mr. Turner: What was the quarrel about?

Mr. d'Almada again raised an objection.

The Magistrate allowed the question, but said that he would pay no attention to it as evidence.

Captain Bentley said that he and a friend were sitting talking in the billiard room while two other members, one a Mr. Jones, were playing a game of billiards together. Mr. Jones was a bad loser and presently told the witness to shut up or leave the room. They had words. Witness was asked to resign which he did. Afterwards he found that he could have refused to resign as his version of the story had not been heard.

Mr. Turner: All I want to know is whether you struck Mr. Jones or not?

Yes, with the open palm of my right hand.

Mr. Turner said that his object was to prove that the Captain was in the habit of assaulting people when he became annoyed.

In answer to another question, Captain Bentley said that he felt to the ground under Best's blows. When he got up, he picked up his hat and jumped into a ricksha and proceeded to the station. He did have a stick, but did not pick it up. It was an ordinary cheap thing. While the witness was in the V. R. C. with Mr. Meek, he saw Best on the balcony, but they did not take any notice of one another.

Sgt. Stimson said that when Captain Bentley came to the station both his eyes were puffed, and his mouth was bleeding. His waistcoat had blood on it. The witness went out with him to look for Best, but would not find him. When they came back, Best was in the charge room. Best did not have any marks except a scratch on the knuckles which he said was caused in the fight with the Captain. He did not see any mark on Best's forehead.

Mr. Thomas Meek said that Captain Bentley and he sat together reading newspapers for about an hour and then the Captain left to go and dine with Dr. Asger at Craigiepower Club. The Captain was quite sober when he left. The witness did not see Best on the balcony.

Mr. Turner then called Best who said that on April 16, he went to the V. R. C. about 4 p.m., and left at 4.30. He went to Wiseman's for tea and soon after 6 p.m., returned to the Club. As he was entering, Captain Bentley was coming out. Captain Bentley said: "What are you doing here, you little bastard?" The witness asked what he meant and was taking off his coat when the Captain struck him with the stick, breaking it on his forehead. The witness then puffed both his eyes for him. Captain Bentley got into a ricksha and drove away saying: "I will fix you up."

The witness went for advice and then went to the station and made a report.

By Mr. d'Almada: He was not angry with Captain Bentley because he was not appointed second engineer of the "Telemachus." He resigned because the vessel was an old one (42 years). He thought that he might have continued on the vessel had he been appointed second engineer, but as it was, the Captain

gave him a good certificate of character and he was appointed second engineer of the "Phoeniphen," and he was quite satisfied.

By the Magistrate: The witness had left the "Phoeniphen" since the alleged assault and was now Chief Engineer of Banker's s.s. "Konings." The salary he was getting now was much better than on either the "Telemachus" or "Phoeniphen."

Mr. Turner: Your Worship has heard the evidence.

The Magistrate: I should like to hear Inspector Moore; he was in the Central Station when the defendant came in.

Inspector Moore, in the witness box, said that when the defendant came to the Station the complainant had been gone an hour. The defendant said: "I want to make a report of being assaulted." When he gave his name, the witness told him that a complaint had been laid against him of a similar kind. Just then Captain Bentley returned to the Station. The defendant said: "He struck me first on the forehead, with a stick." Witness found a slight scratch there; and remarked: "If you had been struck with a stick, you would have had a mark; this is more like a finger-nail scratch."

The Magistrate: Had Captain Bentley got a stick?

Inspector Moore: No, your Worship. I asked him where the stick was and he said he dropped it in the struggle and had not picked it up.

Mr. d'Almada: The Captain admits that he had a stick, but had not time to use it.

Inspector Moore added that Capt. Bentley wished to make a charge, and the defendant was given \$50 bail.

The Magistrate: What was the defendant's condition?

The Inspector: He was quite sober; he was excited.

He told very much the same story as he has told in Court today?—Yes, the same.

Mr. Turner objected to the admission of statements made in the Station as the speakers were not cautioned and their words were not taken down. Addressing the Magistrate, Mr. Turner suggested that the complainant's story was extraordinarily unlikely. If it were true, it meant that Mr. Best who, after all, was a junior officer, was an embittered man against the captain as to lose his self-control and attack him gratuitously in the middle of the road. The only motive suggested by the complainant was jealousy because of slow promotion. How far was that supported by the facts? The defendant had not lost any seniority. Mr. Turner asked the Magistrate to believe the defendant's story. He admitted having struck the complainant but (Mr. Turner submitted) no man could have greater provocation.

Mr. Best was a resident of the Colony—and whatever one might think of these terms, Mr. Turner thought any man who heard them used against himself could have no greater incentive to black both the speaker's eyes; if he had had another one, he would have blackened that, too.

Mr. d'Almada remarked that the unfortunate part of this case was that there was no witness of the incident. He suggested that if there had been anyone else there, the defendant would not have attempted to give vent to the revengeful feeling that animated him. The complainant had suggested a motive, but the defendant could give no reason why the other man should use the expression alleged. Of the two stories, he thought the most probable was that of the complainant. There was no reason why the Captain, who was a much older man, and had borne a good character in the Colony for many years.

Mr. Turner: I object to that remark. There has been no evidence as to character.

The Magistrate (to Mr. d'Almada): There has been no evidence so you are not entitled to speak as to the complainant's character.

Mr. Turner: There certainly is no evidence as to character. You have been very careful not to bring any.

Mr. d'Almada: The position is that there is nothing against him, though there may be nothing in favour.

Continuing, Mr. d'Almada suggested that a cowardly and brutal assault had been committed by the defendant and he asked his Worship to treat the case as a very serious one. Mr. d'Almada also commented on the fact that no cross-examination had been taken out.

The Magistrate, in giving his decision, said: The disappearance of the stick is to my mind a very curious thing in this case. The complainant says he picked up his hat, but he did not pick up his stick or take it to the Central Police Station. It seems to me curious. I am not altogether satisfied with the evidence for the prosecution, and I discharge the defendant. I shall bind both parties over in personal bonds of \$200 each to keep the peace for twelve months.

THE EAST ASIATIC CO. LTD., COPENHAGEN.

THE STEAMER "PANAMA."

Having arrived on THURSDAY, 5th May, from Copenhagen, Consignees of Cargo in connection with the above steamer are hereby notified to present their Bills of Lading for counter-signature. Cargo is being landed and stored at their risk into the Hazardous &/or extra Hazardous Godowns of Holt's Wharf when delivery may be obtained immediately after landing.

Storage will be assessed on cargo remaining undelivered after noon on the 12th May.

All claims must be sent in to us on or before the 15th May.

No fire insurance has been effected.

MANNERS & BACKHOUSE LTD., Agents. Hongkong, May 5, 1921.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the China Mail, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and is so household a remedy without it.

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WHEN you have pains or lameness in the back, take the pain-killer Chamberlain's Pain-Expeller. It is a powerful pain-killer, and each application gives a new sense of freedom. It is a powerful pain-killer, and each application gives a new sense of freedom. It is a powerful pain-killer, and each application gives a new sense of freedom.

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SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS:

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From Macao—daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions or from Messrs. Theodor & Son, Booking Agents, Hongkong.

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"BOWEN CASTLE" Sailing on or about 13th May.

Via Suez or Panama Canal at Owner's Option.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

Rtume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE AND TRIESTE. Via SINGAPORE, PENANG and COLOMBO.

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FOR SHANGHAI.

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Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS

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Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:

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OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

BUENOS AIRES—Rio de Janeiro, Santos, Montevideo, Durban & Cape Town via Singapore. Passenger Service.

CHICAGO MARU—Regular fortnightly service via Singapore.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

GANGES MARU—Thursday, 5th May.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly Service.

KINSHU MARU—Wednesday, 1st June.

SYDNEY & BALBOERA—Monthly service taking cargo to New Zealand and Pacific Island.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Osaka—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

AFRICA MARU—Thursday, 26th May.

NEW YORK via SUEZ.

SUMATRA MARU—Tuesday, 31st May.

NEW ORLEANS via SUEZ.

SUMATRA MARU—Tuesday, 31st May.

JAPAN PORTS—Shanghai, Moji, Kobe and Yokohama.

KRELLING via S.W. LOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAKUSA MARU—Sunday, 8th May.

TAKAO via SWATOW and AMOY.

SOSHU MARU—Thursday, 5th May.

For sailing dates and further particulars please apply to:

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"KNIGHT COMPANION" Via Panama Canal—5th May.

"CITY OF SHANGHAI" Via Suez Canal—5th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON SHIP & CO. CANTON.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR HONGKONG, CANTON & MACAO.

FOOCHOW AND SHANGHAI—HANTANG—May 6, at Noon.

SHANGHAI AND SHANGHAI—YINGTOW—May 7, at 4 p.m.

HONGKONG, CANTON & MACAO—KATOW—May 8, at 9 a.m.

SWATOW & BANGKOK—LOCHOW—May 10, at 10 a.m.

AMOY, SHANGHAI AND FUJOU—SHANTUNG—May 12, at Noon.

SHANGHAI—SOCKOW—May 12, at Noon.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent

Saloon accommodation, amidehips. Electric Fans in Saloon and State

rooms. Regular schedule service between Canton, Hongkong, Shanghai

(thrice weekly) and Ningbo (twice weekly) taking cargo on through Bills of Lading

to all Japanese and Northern China Ports. Passengers are landed in Shanghai

avoiding the inconvenience of transshipment at Woosung.

PANCHOE LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to:

BUTTERFIELD & SWIRE,

AGENTS.



Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

FOR MANILA.

S.S. "WENATCHEE" Sailing May 14th.

VICTORIA VANCOUVER SEATTLE.

Calling Shanghai—Kobe—Yokohama.

S.S. "CROSSEYS" (Freight only) April 18 ... May 31st.

S.S. "WENATCHEE" May 21 ... June 10th.

S.S. "EDMORE" (Freight only) May 24 ... July 10th.

S.S. "ELDRIDGE" June 20 ... July 30th.

S.S. "WENATCHEE" July 28 ... Aug. 16th.

S.S. "KEYSTONE STATE" Aug. 13 ... Sept. 2nd.

FOR PORTLAND DIRECT.

Calling Kobe—Yokohama.

S.S. "MONTAGUE" (Freight only) April 19th ... June 4th.

Through Bills of Lading issued to Overland common point Passenger and Freight Particulars.

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

THE ADMIRAL LINE.

THE PACIFIC STEAMSHIP CO.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Kobe and Yokohama).

(Calling at Shanghai, Kobe and Yokohama).

"EDMORE" For MANILA—About May 24th.

"ABERCO" For PORTLAND direct—About May 23rd.

(Calling at Kobe and Yokohama).

(Calling at Shanghai, Kobe and Yokohama).

"ABERCO" About June 2nd.

Through Bills of Lading issued to Overland Common Point.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama

"WYTHEVILLE" About May 8th.

"WYNAH" About June 2nd.

For freight space and particulars apply to:

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SHIPPING

C. P. O. S.

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STRAIMERS

Empress of Japan—May 17 June 7

Empress of Asia—May 26 June 13

Empress of Russia—June 14 July 1

Empress of Japan—June 23 July 11

Empress of Asia—July 7 July 23

Empress of Russia—July 21 Aug. 5

Empress of Japan—Aug. 23 Sept. 18

Empress of Asia—Aug. 18 Sept. 5

Empress of Russia—Sept. 15 Oct. 11

Empress of Japan—Oct. 13 Oct. 31

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing before they depart from the Orient. Traffic conditions on the Atlantic are so congested as to make it impossible to guarantee a passage to Europe by the Pacific route. Atlantic reservations can be arranged by cable or letter for all passengers to Europe, whether or not crossing to Liverpool, London and Glasgow. Frequent sailings to Montreal, London and Glasgow. Passage orders issued when will cover all such reservations.

For three star cabin reservations please apply to:

HONGKONG OFFICE.

Cable Address: CANPAC.

Telephone 172.

CANADIAN PACIFIC OCEAN

SERVICES LTD.

CHINA MAIL S.S. Co., LTD.

"INCORPORATED IN U.S.A."

FREIGHT AND PASSENGERS

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

15,000 Tons. 11,000 Tons. 10,000 Tons.

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

"S.S. "CHINA" S.S. "NANKING" S.S. "NILE"

May 18th June 18th July 18th

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING" June 4th

SAILING FROM

HONGKONG for SINGAPORE

S.S. "NILE" S.S. "CHINA"

June 25th July 25th

AN UNRIVALLED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,

PRINCE'S BUILDING, ICE HOUSE STREET,

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1834. No. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in Saloons

and Saloons. Kitchens, etc.

SWATOW, AMOY & FOOCHOW

(Calling 9 to 10 Days)

SAILING FROM

HONGKONG—Capt. W. C. Pasmore—FRIDAY, 8th May, at Noon.

HONGKONG—Capt. A. H. Stewart—TUESDAY, 10th May, at Noon.

HONGKONG—Capt. W. C. Pasmore—FRIDAY, 13th May, at Noon.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Elder's Pier).

For FREIGHT and PASSAGE apply to:

General Manager.

DOUGLAS LAPRAKE & Co.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

FROM SHANGHAI.

May 8—P. & O. Dilwara.

24—B. F. Ratana.

25—J.C.I.L. Tjibong.

26—B. F. Knight Companion.

June 4—B. L. City of Shanghai.

6—B. F. Telomochia.

10—P. & O. Flary.

22—B. F. Anchises.

24—P. & O. Delta.

July 4—B. F. Mentor.

6—B. F. Teutonia.

9—B. F. Eurymedea.

11—B. F. Lacedaemon.

Aug. 23—B. F. Arcadian.

FROM MANILA.

May 7—B. L. Tula.

7—N. Y. K. Tosa Maru.

7—N. Y. K. Yamagata Maru.

12—B. L. Nagoya.

17—B. F. Tula.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES:

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DELWARA"	5,378	10th May	Singapore, Colombo & Bombay
"NAGAYA"	7,000	15th May	Madras, London & A. & W. P.
"PLASBY"	7,348	11th June	Madras, London & A. & W. P.
"DELTA"	8,000	25th June	Madras, London & A. & W. P.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	8th May	Calcutta, via Singapore, Penang and Rangoon

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"KANOWNA"	7,000	6th May	Hull, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne
"ST. ALBANS"	4,000	15th May	Hull, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,000	7th May	Japan direct
"ABRIPOON APCAR"	4,500	10th May	Japan via Shanghai
"PLASBY"	7,348	25th May	Shanghai only

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable. 1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta or Singapore to Madras. All claims must be presented within ten days of the date of arrival here, after which date they cannot be presented. No claims will be admitted after the goods have left the Godowns. Passengers Messing not more than 21 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Godard and Douglas at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the date of arrival here, after which date they cannot be presented. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, and books, etc., apply to: **MACKINNON, MACKENZIE & CO.** Agents. 2, Des Voeux Road Central, HONGKONG.

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LARGE STOCK OF SHIPBUILDING MATERIALS.

Steel Ship Plates, Angles and Bars.

Also Ship Chandlery Articles.

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N. Y. K.

NIPPON YUSEN KAISHA.

SAILING FROM HONGKONG TO SHANGHAI.

SEATTLE & VICTORIA OR VANCOUVER via Manila, Shanghai & Japan ports.

Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA-MARU (omit Manila) ... Sunday, 8th May, at 11 a.m.
 FUJIMI-MARU (omit Manila) ... Friday, 17th June, at 11 a.m.
 KAKI-MARU (omit Manila) ... Friday, 17th June, at 11 a.m.
 KAKI-MARU (omit Manila) ... Tuesday, 18th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KAMO-MARU ... Friday, 13th May, at 11 a.m.
 ITO-MARU ... Friday, 13th May, at 11 a.m.
 ATSUTA-MARU ... Friday, 13th May, at 11 a.m.

HAMBURG, LONDON, HULL & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI-MARU ... Monday, 23rd May, at 11 a.m.
 TANGO-MARU ... Tuesday, 24th June, at 11 a.m.

NEW YORK via Suez.

YAMAGATA-MARU ... Sunday, 8th May.
 KAWACHI-MARU ... Beginning of May.
 AWA-MARU ... Saturday, 21st May.

BOMBAY & COLOMBO via Singapore.

HAKATA-MARU ... Wednesday, 4th May.
 FUJIMI-MARU ... Sunday, 22nd May.

CALCUTTA & RANGOON via Singapore & Penang.

TOKA-MARU ... Sunday, 8th May.
 JAPAN PORTS Nagasaki, Kobe & Yokohama.

TANGO-MARU ... Sunday, 22nd May, at 11 a.m.
 SHANGHAI, KORE & YOKOHAMA.

FRANK-MARU ... Saturday, 7th May.
 KIRI-MARU ... Wednesday, 11th May.
 SHIMIZU-MARU ... Friday, 13th May, at 11 a.m.

For further information apply to: **NIPPON YUSEN KAISHA.** S. YASUDA, Manager. Telephone No. 232.

CHINA'S COMMUNICATIONS.

RAILWAYS AND WATERWAYS.

In his book "China After the War,"

just off the press, President Hu Shih-

chang writes as follows on the sub-

ject of "Communications."—"Alto-

gether there are in China twenty-

four railway lines with a total mileage

of about seven thousand. Of this

2,600 miles are foreign-concessed

lines, namely, the Chinese Eastern,

the South-Manchuria, the Kiao-chow,

Tientsin, the Canton-Kowloon, the

Yunnan Railway and the Lung-chen

while the Chinese Government lines

number only eighteen, and extend

over about 4,500 miles. This is

certainly altogether insufficient. The

United States with a territory of

about the same size, and with only

one-fourth of our population, has

250,000 miles of railways or 60 times

as much as ours. Moreover, many of

our lines, though now nationalized,

were at first built with foreign

capital. The diversity of foreign

interests has made it impossible to

lay out lines according to some com-

prehensive plan for the whole

country.

Such being the case, part of the

capital seems to have been invested

in unimportant routes, while many

more important regions are without

any modern means of communica-

tion. Ever since the first construction

of railways in China forty years ago,

no less than \$400,000,000 has been

expended. Yet trunk lines are found

only north of the Yangtze River

and east of Honan province, leav-

ing the great plains to the south

and west practically untraversed.

In this way such portions of the country as Shensi,

Kansu, Szechuen and Kweichow, are

inaccessible to the coast, and their

development is consequently retarded,

industrially as well as commercially.

Nor is this all, for in recent years

railway loans made to China have

often taken of the nature of

of politico-commercial transactions.

This not only hinders the proper

industrial development of the country,

but it also sows the seeds for future

international complications. There-

fore, in the interests of all concerned,

such arrangements should be mod-

ified as to preclude all undesirable

possibilities.

Just as railways may be compared

to the lines of longitude, so may

roads and highways be compared to

the lines of latitude. Each supple-

ments the other and each has its

sphere of usefulness. In ancient

China well-constructed courier roads

used to radiate from the Metropolis

to the provincial capitals and from

these to other cities of the country.

There were more than 60,000 miles

of such roads, but nowadays few of

them are good for travelling. This is

partly the result of age-long neglect

of repairing and partly the result of

the decay of the modern postal

and telegraph services no longer

employ the old courier roads. A

few new roads have indeed been

constructed by the municipalities

of Peking, Tientsin, Shanghai, Han-

kow, and other cities, but the

Government at large has not had the

time nor money to build a respectable

system of highways for the whole

country. Consequently, inland travel

is especially laborious, and transit

over one hundred miles will occupy

a longer time than over one thousand

miles on the railroad. In foreign countries,

however, there is a perfect network

of roads and highways connecting

cities and cities, villages and villages,

and the stream of traffic is almost

endless whether by carriages, carts,

or motor cars or trucks, and whether

in the carrying of goods or passen-

gers. The United States alone has

more than two million miles of

highways.

With an unpretentious railway

mileage China has more need of an

adequate system of good roads and

highways. Some time ago, the Min-

istry of Interior, promulgated a set

of regulations for the construction of

highways, which fixed the breadth

of those to be built by the Central

Government at fifty feet, those by

the provincial authorities thirty

feet, and those by the district

authorities twenty-four feet. As

regards the width of those built by

the village authorities, the standard

was to be adopted according to the

needs of the local com-

munity. The programme suggested by

the Ministry is an ambitious one.

Although it is not easy to carry it

out completely, a good beginning

for example, will have been made if

the old courier roads are recon-

structed so that there will be 30,000

miles of modern roads radiating from

the National Capital and another

60,000 miles radiating from the pro-

vincial capitals. The old courier roads

make good foundations, and the

expense of repairing them will

certainly not be so great as that of

constructing highways on entirely

new road beds.

China has long been considered as

a country very favourably provided

with inland waterways. The mile-

age of rivers navigable by Chinese

junks is over 20,000 miles and that

of waterways navigable by steamers

and steam launches another four or

five thousand miles. Since the open-

ing of the country to foreign trade

and residence, however, Chinese ship-

ping has been seriously retarded.

Because of treaty stipulations, most

of the large rivers as far north as

the Yangtze River, as far west as

Chungking, and as far south as the

Pearl and West Rivers are open to

DEATH SENTENCES.

MODERN EXECUTIONS.

SHOULD WE REVIS OUR METHODS?

In Nevada there is about to be in-

troduced a new means of capital

punishment. The condemned man

is to be unaware of the precise time

of his execution. "His end will come

during the night; in a cell. Gas will

be turned on while he sleeps, and un-

consciousness will peacefully merge

into death.

It is all very simple, and certainly

humane, says a writer in a home paper.

It has not the suggestive tappings

of the scaffold nor the grim mechan-

ism of the chair of the guillotine. The

example of Nevada is worth consid-

eration.

Capital punishment as carried out

in Britain is painless, physically pain-

less, but what psychological agonies

must not the condemned man suffer?

No one has sympathy for a murderer,

but even such an ill-starred wretch

might be allowed to satisfy justice in

the easiest manner possible.

GRIM PARADE.

Why the scaffold and the dread

business of hammering it up on the

day before the execution? Why all

those trappings, ropes, executioners,

the pinning of arms, and the cap

which blows out for ever the prisoner's

gaze on the living? Need there be

all the ceremony and parade round

the noose hanging like a looped

offence in the morning air?

The lethal chamber suggests an

advance in civilization. Hanging,

after all, is a Wild-Western method

of meting out justice. In the prisons,

however, they are more merciful, for

they do it briefly, on a tree, without

solemn ceremonies.

The modern form of execution is

rather like an echo of some prehistoric

legislation which condemned a man

to crawl on his hands and knees to

the edge of a precipice and to crawl

right over!

There is room in our laws for this

method of death, which is easy, comes

in sleep, and satisfies justice without

the slow torture of deadly precision

and deadly detail.

navigation by foreign vessels. Since

then the role between the guest and

host has been reversed; for, not only

are the Chinese junks unable to com-

pete with foreign shipping, but also

few Chinese steamship companies

prosper under such conditions. The

China Merchants Steamship Com-

pany is among the few notable excep-

tions. Consequently, of the one thousand

odd steam vessels plying to and fro

on the waterways during the last

year, only one-fifth or 200 flew the

Chinese flag.

As regards ocean going vessels,

the tonnage of Chinese shipping is

almost nil. In Fukien and Kwang-

tung, the Chinese business men

having commercial interests in the

South Sea Islands own a few cargo

steamers of some 2,000 tons each,

and the Chinese merchants in the

United States now run

the China Mail Steamship Com-

pany with two or three larger

vessels averaging 10,000 tons each.

Otherwise, the shipping is entirely in

foreign hands. Moreover, the vessels

above mentioned are generally

registered with the British, American

and Dutch authorities; hence the

Chinese commercial flag remains

CHINA TO-DAY.

TRADE AND COMMERCE.

OFFICIAL ECONOMIC INFORMATION.

China being vast in territory and population, trade has flourished all through these centuries. Hence there has been developed in the Chinese business world a well ordered system of customs and conventions, of commercial guilds and associations, of principles of mutual help and mutual protection. Between the employer and the employee, between the buyer and the seller, there is a sort of unwritten contract, and good faith is predicated in all transactions. This explains the prosperity of our domestic, and, to some extent, our foreign trade, as well as the commercial integrity of our merchants, says the Government Bureau of Economic Information.

In the West, it is said that the business man is not born but made. He has his environment to aid him and help further his inclination. Possessing a larger fund of capital, a better business organization as well as better commercial and technical knowledge, he is able to invade other countries with his wares. So, coming to China, he studies our needs and requirements. He begrudges no expense to make known by proper advertisement the opportunities in store for the foreign trader. There is close co-operation between the western merchant and the western manufacturer. Whatever the merchant lacks, the manufacturer will produce; whatever the latter needs, the merchant will supply. Added to this, are the facilities of transportation, communication, exchange and credit. Such being the case, it is little to be wondered at that the foreign trader reaps handsome returns wherever he goes.

A Chinese merchant, however, is not so favourably situated. Lacking up-to-date knowledge, he is unable to seize time by the forelock, and, lacking incentive, he is apt to let handsome opportunities slip by. Besides, he is seriously handicapped by insufficient capital, lack of adequate transportation and communication facilities, uncertainty of commercial laws, the existence of the cumbersome *likin* system, an unfair tariff schedule, lack of up-to-date commercial information, disorganized state of internal currency, and lack of an international credit system. Hence he follows where others lead; he responds where others direct; he does not venture beyond the coast. Foreign goods are imported by foreign traders although he may be asked to carry on an agency in the interior of the country. Similarly, Chinese goods are exported by foreigners, and, very often the latter commission their own agents to scour the interior for native goods. The Chinese merchant is not consulted and he is left out in the cold.

Moreover, what China imports are chiefly manufactured goods and what she exports are chiefly agricultural products. In such exchange between a country possessing raw materials and another possessing manufactured articles, the inevitable loss would naturally be on the former. Besides, such fancy articles as Chinese embroidery, carved wood, lacquerware, porcelains, gems and jade, etc., can no longer find large foreign markets, for their lovers of former days have now perforce to retrench in their expenditure after the war and discourage the purchase of luxuries.

On an average, China imported during the last few years Tls. 550,000,000 and exported Tls. 470,000,000 worth of goods annually. The difference was therefore Tls. 80,000,000 in favour of imports. After the War, the trade with Europe has gradually revived while commerce with Japan and

THE STOWAWAY.

A WORLD-WIDE TROUBLE.

The whole world seems to be affected by the trouble of the unauthorized passenger, with the attendant dangers of fire, disease and endless legal trouble. But the United States Merchant Service is getting far more than its fair share. For one thing the officers and seamen of many ships have not yet developed traditions, living is terribly dear, and stowaways are willing to pay big money for any help that is accorded them. For another, U.S. methods of issuing food permit the guest of the forecabin to live like a fighting cock without arousing suspicion. A third reason is that there are any number of poor devils who feel that their only chance of a fair living is in the Land of Plenty, but who have not got the fare or who are debared from entry by their colour. The *Matson Line* are lucky enough to possess officers of the old type, who can be relied upon to make a thorough search for stowaways, and having found them, to obey the company's latest instructions. The nearest outward-bound ship of the fleet is to be wirelessed, a rendezvous arranged and the culprit transferred in mid-ocean and taken back to his country. It avoids quarantine and legal risks, and provides very useful exercise in boat work, but one cannot help thinking that in many cases it enables the man to escape the punishment which his attempt to defraud the company has earned.

SECRET SOCIETIES.

CHINA'S EVIL INSTITUTIONS.

The secret society is one of the wicked institutions of China. These evil organizations flourish especially in Kansu province, in the Far West. Their power is tremendous. The *Kolaopui* are so strong as to be almost beyond the reach of the law. They borrow animals from the farmers and omit to return them.

One man who had the temerity to try to recover his horse was visited at night by a batch of members, who put him into his eyes and cut out his tongue. Completely blinded and unable to talk, the man recovered and invoked the law. The society bribed the magistrate and justice was not forthcoming; but in retaliation the man's son was killed and his body mutilated. The blind father thereupon took the twelve days' journey to the provincial capital, led by a little son of 10, and when last heard of was seeking redress from the higher authorities. There is little law for the poor in this country, though they are not without their own methods of justice when roused to the breaking point. — Extract from a Chinese newspaper.

America is bound to grow even greater in amount. As our foreign trade is almost entirely in the hands of foreigners, we shall be exporting more and more raw material and importing more and more manufactured products, with perhaps a greater and greater difference in favour of the latter. If so, the continual drain upon our natural resources as well as specie supply will be tremendous, yet in addition to that we have to pay every year sixty million tael as interest and part principal due on the Boxer Indemnity. The outlook is therefore uninviting, and it behoves our commercial and financial classes speedily to devise ways and means to ameliorate the situation. On the other hand, the other nations are also duty bound to assist, for such unsatisfactory conditions are sure to react on the world at large. For not only will China be impoverished, but the Chinese will be too poor to buy the world's surplus supply.

CHINA'S BRIGANDS.

PERILOUS TRAVELLING.

SEVENTH UNREST.

In books written about China and the Chinese no statement is more frequently made or more strongly insisted on than that, as a nation, the sons of Han are a peace-loving race. Those familiar with Chinese history take the statement with the usual pinch of salt just as merchants make a mental reservation when they hear some traveller's descent on the wonderful honesty of the Chinese trader and how he never under any circumstances fails to keep his contracts no matter how much he stands to lose by it. These are echoes from the smoking room of any steamer crossing the Pacific and the old China hand says little and thinks hard when he listens to them. Not that such statements are altogether false. There are many Chinese who love peace and there are many Chinese traders who are honest to their own loss, but whether these are the rule to which the others are the exception or are the exception which proves the others to be the rule we would rather not express an opinion, says the *N. C. News*.

Our columns of late have rather discouraged the belief in the inherent love of peace being in any sense a special Chinese virtue. We have had to record fierce fighting in Honan. Brigands in north Kiangsu and an attack by pirates on a revenue cruiser when the men who sailed under the "jolly Roger" beat off their assailants and remained in possession of the spoils of war. But the most disquieting of all the tales of spoliation to which we have had recently to give publicity was the narrative told by the Rev. A. A. Phillips which described the robbery of his party in the Yangtze gorges while on their way from Szechuan to the coast. There is something revolting in the thought of those rough scoundrels subjecting English ladies to the indignity of being searched. In spite of the fact that H.M.S. "Widgeon" arrived in time to hurry the departure of the desperadoes they got away with such booty as they were able to collect in the time at their disposal. The fact that the "Widgeon" turned up at the opportune moment was a piece of pure luck which is not likely to happen very often. This is as well known to the pirates as to their victims and the fact that foreigners have been successfully plundered of their goods will be known to the whole fraternity of pirates who infest the Yangtze and will tend to make travelling even more perilous than it has been during the past months. Even after the capture of the U.S. "Monocacy" had put a guard with a machine-gun on board, the travellers' household was fired on three times: let us hope that the answer sent by the machine-gun will also be interpreted as a fair warning to the gentlemen of the road that a foreign flag must be respected whatever disrespect they are willing to show to that of their own country.

The upper Yangtze is, as every one knows, the main artery of trade between the coast and West China. It would seem that now every district has its local brigand who exercises authority over a certain stretch of water. All boats passing over that particular part of the river must pay tribute or take the consequences. The result of course must be that trade is killed and traffic becomes impossible. For the sum paid to one pirate does not carry with it immunity from being robbed or even murdered by the next. Boatmen, for their own protection, establish a liaison with the marauders and the destination and value of every boatload of cargo is quite well known to these gentry before a start has been made.

This, to be sure, is the negation of government. China is striving

SCORNING OF ART.

BERNARD SHAW'S VIEWS.

I asked Mr. Bernard Shaw (writes a London representative of the *Manchester Guardian*) for his opinion on the proposed addition of two extra paying days at the National Gallery. The position under the proposed change will be that the Gallery will be open free to visitors only on two week-days and on Sunday afternoons. The official explanation of the step is that the Government grant is too small, and more money is needed to buy pictures.

"I think," he said, "that the whole proposal shows a pitiful want of genuine business aptitude. It was decided at the beginning of the war that art and education were of no value to England, and accordingly all the public picture galleries were turned into offices doing war business and the children of the schools were turned out into the fields."

As the members of the Government were not conscious of any privation in the matter, they have determined to continue this policy by cutting off supplies from the National Gallery, but as usual, they have gone about it very stupidly.

"It seems to me that what is wanted is a comprehensive scheme for realising (I believe that is the commercial expression) the immense commercial value of the National Gallery, the British Museum, the Wallace Collection, and all the other institutions which are now being wasted on unbusinesslike fancies like the fine arts."

"It has also been apparently overlooked by the Government that the musical services and the attractions to sightseers of Westminster Abbey and St. Paul's could be made a considerable source of revenue by installing the turnstile and the paying-box at the doors of these edifices."

These are only the most obvious suggestions. The policy of abolishing Kultur, now spelt with a K, and recognising it as a pernicious German institution, could, if thoroughly carried out, probably wipe off the war debt. It would also leave us in that unique position among civilised States of which we have always been so proud.

The French Government is accusing *Wange* of ingratitude after 200,000,000 francs has been spent on him. Mr. Churchill spent more than twenty times as much over the same adventure, and has a claim to twenty times as much gratitude. The fact is that these tools of intriguing statesmen have no cause for gratitude at all. They are simply hirelings who have been let down. They have done a dirty job and been ill-paid for it, observes a contemporary.

desperately to be recognized by Western Powers as a nation of equal rank with those that are ranked as civilized Powers and yet she is not able to afford the elementary protection to travellers on her greatest inland waterway. She is overrun with an army, some ten times as large as she has any need for, but so far from that army being any protection to her people it is the country's greatest danger. And so we return to the text from which we started. China is, according to her apologists, the most peace-loving nation on earth but look north, south, east or west one sees nothing but seething unrest. It is as foolish as it is futile to sigh for the good old days, but the mandarins who were then the butt of many gibes for their inefficiency would have made short work of the petty brigands who are ruining, not only the trade of China's greatest and wealthiest province, but what is of more importance, the credit and fair fame of the country.

BIRD-LIFE.

WILFUL DESTRUCTION.

DANGER TO HUMAN RACE.

Vicomtesse Astor, M.P., presiding at a lecture by Mr. Willoughby Dewar, Hon. Secretary of the Plumage Bill Group, in the theatre of the Royal Society of Arts in last week, said the vast majority of people were behind those who were protesting against the iniquities of the plumage trade. In the House of Commons it was only members interested in the trade, either directly or through their constituencies, who obstructed the Bill. She denied that the Bill would cause unemployment, and expressed the belief that the House of Commons was losing its idealism. Ten Bills had been blocked by obstructionists, though supported by great majorities, and the House of Lords had passed the Bill twice without opposition.

Mr. Willoughby Dewar said that many found it hard to believe that 35,000,000 skins had been imported to gratify a whim of fashion. Such destruction of bird-life imperilled the whole human race; indeed, the Regius Professor of Natural History at Aberdeen University had declared that "six years without birds might bring the whole of mankind to an end." To the native hunter a brilliantly plumaged bird was simply a bird to be killed and sold or exchanged for rum or opium. In America the plumage prohibition laws were passed only just in time. We lagged behind, but an Act of Parliament was necessary not only to save beautiful species, but also for the sake of preserving good relations with India, the Dominions, and the Crown Colonies.

SUPERSTITIONS.

NEW HOUSES.

The superstition that when a family moves into a new house there will shortly be a death in that family is, fortunately, not so prevalent as some others or the housing problem would be greater than it is. But the superstition exists.

The writer knew a man of millions, prominent in national affairs, who having bought an estate, hesitated for years to pull down the old house on it and build a new one because of this ancient superstition. Finally he risked it and died—some twelve years later and when he was about seventy-six years old.

The origin of this superstition is plain. It is a "hangover" from the days when it was thought necessary in order to assure the stability and the good fortune of a new building to propitiate the gods by a human sacrifice. Human beings were enclosed in the walls or buried alive under the corner-posts or pillars of the new edifice. The books are full of instances of this practice which appears to have persisted into early Christian times. There is a castle in Germany where they will show you the place where a child was buried into the walls at its erection; and the legend is well known of how the evil spirits threw down St. Columba's church on Iona Island as fast as he built it until he had buried a man alive under one of the pillars, when all went well.

In Greece to-day it is said to be the custom of builders to surreptitiously measure a man's shadow and bury the resulting figures under the new building—the best that can be done in view of the popular prejudice now-a-days against human sacrifice. And every once in a while you may hear the old saying "When the house is finished the hearse stands at the door." Some profess to see in the custom of laying corner-stones a survival from the bloody practice of our barbarian ancestors in their building operations.

DAIRY FARM NEWS.

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consignment of Smoked Fish direct from the

SCOTTISH FISHERIES

Fillets,
Haddocks,
Kippers.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

WHITEAWAY'S

FAMOUS ENGLISH MADE INDIA GAUZE
UNDERWEAR Nos. 110, 330, 440, 320.



NOTE THE VENTILATED THE IDEAL UNDERWEAR GUSSETS FOR HOT WEATHER.

QUALITIES 110, 330, 440
As Illustration.
PURE WHITE INDIA GAUZE
VESTS with Button Fronts
Short Sleeves.
Sizes 32 to 50

Underwear is the Article of Apparel that requires the greatest care in its selection. The IDEAL UNDERWEAR for hot weather, must be light in weight, Durable, Absorbent. Our INDIA GAUZE UNDERWEAR have these qualities. Made from the Finest Grades of Cotton, cool and comfortable, not heavy, but extra strong.

GIVE THEM A TRIAL

QUALITY 330, PURE WHITE
INDIA GAUZE VESTS.

BUTTONLESS WITH SHORT
SLEEVES, AS SHOWN IN
ILLUSTRATION, FITTED WITH
THE NON-TEARABLE NECK
BAND. SIZES 34 to 46.



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MEN'S WEAR SPECIALISTS
HONGKONG.

AMERICAN JOURNAL'S
TRIBUTE.

"THESE BRAVE DEAD WE DO
NOT HEAR."

The New York Evening Post concludes an article on "The men we cannot hear" as follows: In contest between the British and Americans the British hardly forget that some of their best runners will never break a tape, their best golfers never lift a mallet. The runners made their sprint in the smoke of the Somme, and the polo players died putting their last ounce behind a bayonet. "Australians who watched America win

at Auckland must have thought of Wilking, the giant who played so smashingly at Forest Hills in the summer of 1914 and a few months later was gone at Gallipoli. Nor far from it a million British died in the field; the battle-dead of little Australia alone equalled ours. Our rivals are too good sportsmen to mention the fact, but all the more reason why we should do so. These brave dead we do not hear."

CAUSE OF DESPONDENCY.
DESPONDENCY is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion and move the bowels. For sale by all Chemists and Storekeepers.

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New Government Buildings,

Telephone No. 188.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES

CHINA COAST, ETC.

SWATOW.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

AMOI.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

FOOCHOW.

May 10-D.L.	Hailong.
12-D.L.	Hailong.

SHANGHAI.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

TIENTSIN.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

TSINGTAO.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

KEELUNG.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

PUKOW.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

HAIPHONG AND HOIHOW.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

SAIGON.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

SINGAPORE.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

BANGKOK.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

PHILIPPINE ISLANDS, ETC.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

MANILA.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

KUCHING.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

JAVA PORTS, ETC.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

INDIAN PORTS, ETC.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

CALCUTTA.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

BOMBAY AND COLOMBO.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

AUSTRALIAN PORTS.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

SYDNEY AND MELBOURNE.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

JAPAN PORTS.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

HAMBURG.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

CROUP.

May 6-D.L.	Hailong.
8-O.S.K.	Anakusa Mar.
10-D.L.	Hailong.
12-D.L.	Hailong.
14-D.L.	Hailong.
16-D.L.	Hailong.

AMERICAN PORTS.

VANCOUVER.

May 10-C.P.O.S.	Empress of Japan.
16-D.L.	Weston.
22-D.L.	Weston.
28-D.L.	Weston.
34-D.L.	Weston.
40-D.L.	Weston.

VICTORIA.

May 14-A.L.	Wenatchee.
21-N.Y.K.	Fushimi Mar.

SEATTLE.

May	6-O.S.K.	Manila Mar.
	8-N.Y.K.	Suwa Mar.
	12-W.L.	West Jester.
	14-L.	Wonatche.
	17-N.Y.K.	Koon Mar.
	24-L.	Edmore.
	25-B.F.	Teucer.
	32-S.&D.	West Leon.
	36-O.S.K.	Africa Mar.
	31-N.Y.K.	Fushimi Mar.
June	15-B.F.	Talchybus.
	30-A.L.	Eldridge.
July	6-B.F.	Tylerdus.
	9-L.	Kayote State.
	12-N.Y.K.	Rashimi Mar.
	35-A.L.	Wenatche.
Aug.	3-B.F.	Protemnas.
	13-A.L.	Kayote State.
	24-B.F.	Teucer.
Sept.	14-B.F.	Talchybus.

